

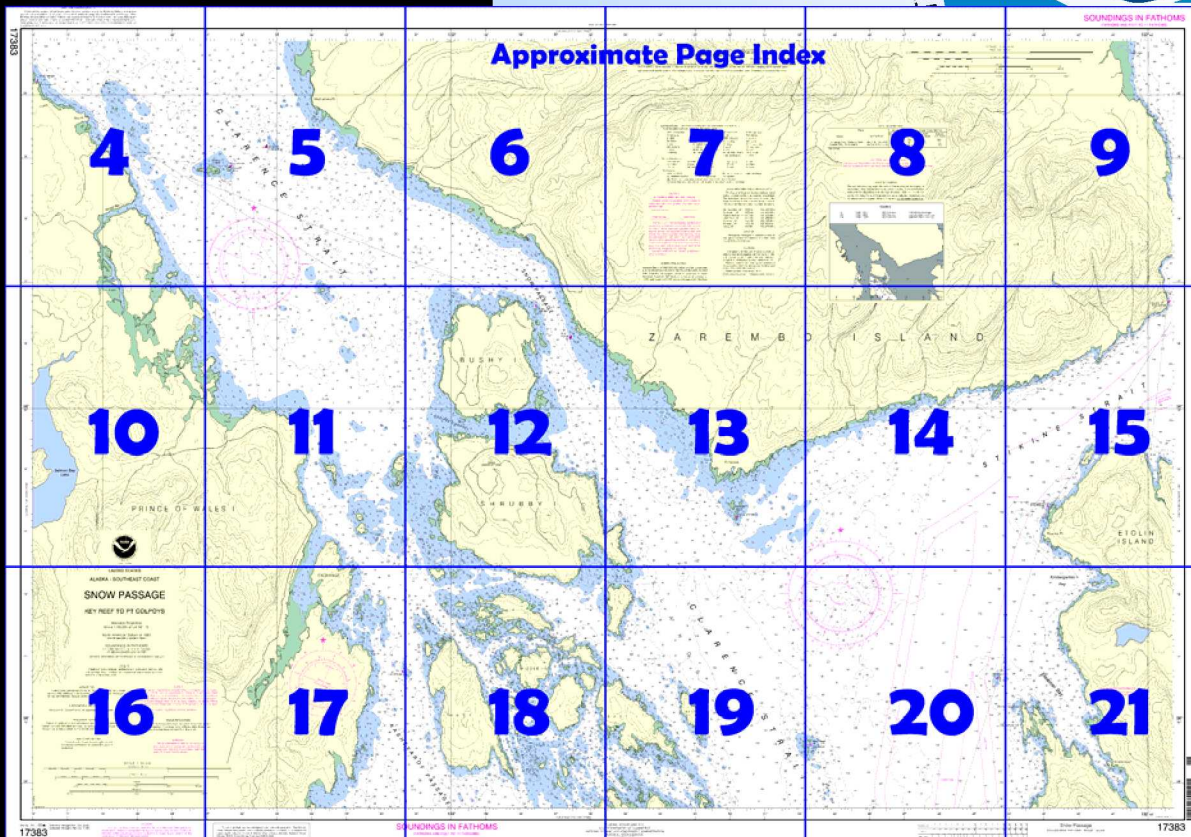
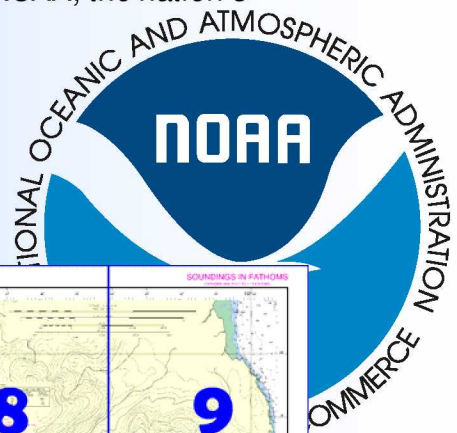
BookletChartTM

Snow Passage – Key Reef to Point Colpoys (NOAA Chart 17383)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 5 excerpts]

(2) **Clarence Strait** extends in a N direction from Dixon Entrance for 45 miles to Guard Islands and the W entrance to Tongass Narrows and Behm Canal, and thence in a NW direction for 67 miles to Sumner Strait. From its S entrance to Zarembo Island, a distance of about 100 miles, the channel is broad and comparatively free from dangers. At Zarembo Island the strait divides. The channel E of the island, called Stikine Strait,

is the route taken by vessels to Wrangell and Wrangell Narrows; that W of the island, called Snow Passage, is used by vessels bound to Wrangell Narrows or W through Sumner Strait because it is more direct.

(353) The Etolin Island shore from Point Stanhope NNW to Point Harrington, a distance of about 10.5 miles, is rocky and generally foul. A fringe of islands parallel the coast about 0.6 mile off to Point Harrington.

It comprises **Abraham Islands**, **Screen Islands**, **Marsh Island**, **Observation Island**, and **Steamer Rocks**, which is a wooded islet about 100 feet (30.5 m) high with a rock 12 feet (3.6 m) high that marks the SSE extremity of a ledge that connects them. It is advisable for vessels navigating the strait to give the shore a berth of at least 1.5 miles and pass W of Lincoln Rock West Light. The passage E of the islands may be used by small craft. The chart shows the known dangers.

(357) **Steamer Bay**, E of **Point Harrington**, affords anchorage at its head, but the holding ground is not good and SE winds draw with considerable force through **Porcupine Creek**. It is open to NW. The bay is 1 mile wide at its entrance, gradually contracting near its head to less than 0.2 mile, then again widening into a basin about 0.3 mile long, into which Porcupine Creek empties. For a distance of about 2 miles from Point Harrington both shores of the bay have some rocks and ledges close inshore with the exception of a reef about 300 yards (274 m) NW of the E shore near the U.S. Forest Service cabin, approximately 1.2 miles from the head.

(359) Small craft may find better bottom by anchoring in 10 fathoms (18.8 m) close to the E shore in a cove, just past the Forest Service cabin on the beach and S of **Independence Island**.

(361) **Kindergarten Bay**, the deep cove 2 miles N of Point Harrington, is used extensively as an anchorage for small craft. It is one of the best anchorages in the area and affords protection in all weather, although at times strong winds will blow down from the hills.

(363) **Kashevarof Passage** and Snow Passage form the head of Clarence Strait and are the two passages connecting with Summer Strait W of Zarembo Island.

(378) **Kashevarof Islands**, on the NE side of Kashevarof Passage, are low and wooded, though there are many bare rocks. There are many passages between the islands, but all are beset with numerous rocks and reefs. Extreme caution is advised when navigating between these islands.

(384) **Exchange Cove**, on the NW side of Kashevarof Passage about 2 miles NW of Kashevarof Passage Light, is about 0.2 mile wide and 2.5 miles long, and is the largest sheltered anchorage in this vicinity.

(386) There is another channel between **Fire Island** and **Echo Island**. Echo Island, about 150 feet (46 m) high and wooded, has foul shores with the outermost danger extending about 800 yards (732 m) SSW. The channel to the S of **Shrubby Island** is suitable for small craft. The channel between **East Island** and **Middle Island** is used by small boats; caution is advised when transiting through this channel due to a ¾-fathom shoal at the NE entrance to this channel.

(389) **Key Reef** is an extensive reef about 1.8 miles E from the Kashevarof Islands. **Key Reef Light** (56°09'36"N, 132°49'54"W.), 43 feet (13.1 m) above the water and shown from a single pile on a truncated concrete pyramid with a red and white diamond-shaped daymark, is near the N end of the reef. A number of low water rocks are near Key Reef.

Key Reef Rock about 0.7 mile SE uncovers 12 feet (3.6 m).

(390) **Bluff Island** is a small wooded island about 1.8 miles to the WNW of Key Reef. Islets extend about 250 yards (229 m) from the N and S ends of the island. The E and W shores are clear.

(391) **Zarembo Island**, heavily wooded, is at the head of Clarence Strait. A low valley extends E and W across the island. The shoreline is rocky, with off lying rocks and reefs, except along the E shore. There are also numerous logs on its beaches, which dislodge during spring tides and stormy weather. The SW shore of Zarembo Island has kelp patches and rocky shoal areas extending out 0.6 mile.

(393) **Nesbitt Reef** is a dangerous reef that extends 0.8 miles S from Point Nesbitt. Near the outer end of the reef is a rock that uncovers 12 feet (3.6 m). **Nesbitt Reef Light** (56°13'13"N., 132°51'50"W.), 27 feet (8.2 m) above the water, shown from a pile with a red and white diamond-shaped daymark is on the S end of Nesbitt Reef.

(394) From Point Nesbitt NW to **MacNamara Point**, a low wooded point, a distance of 9 miles, ledges extend offshore in places about 0.5 mile, almost all of which bare. Rocks extend about 0.4 mile S from MacNamara Point.

Table of Selected Chart Notes

Corrected through NM Oct. 22/05
Corrected through LNM Oct. 11/05

Mercator Projection
Scale 1:30,000 at Lat 56° 15'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

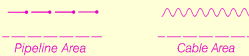
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed at Pt Harrington.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.278° southward and 6.148° westward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

HEIGHTS

Heights of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and Summit elevation values are in feet and refer to Mean Sea Level.

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

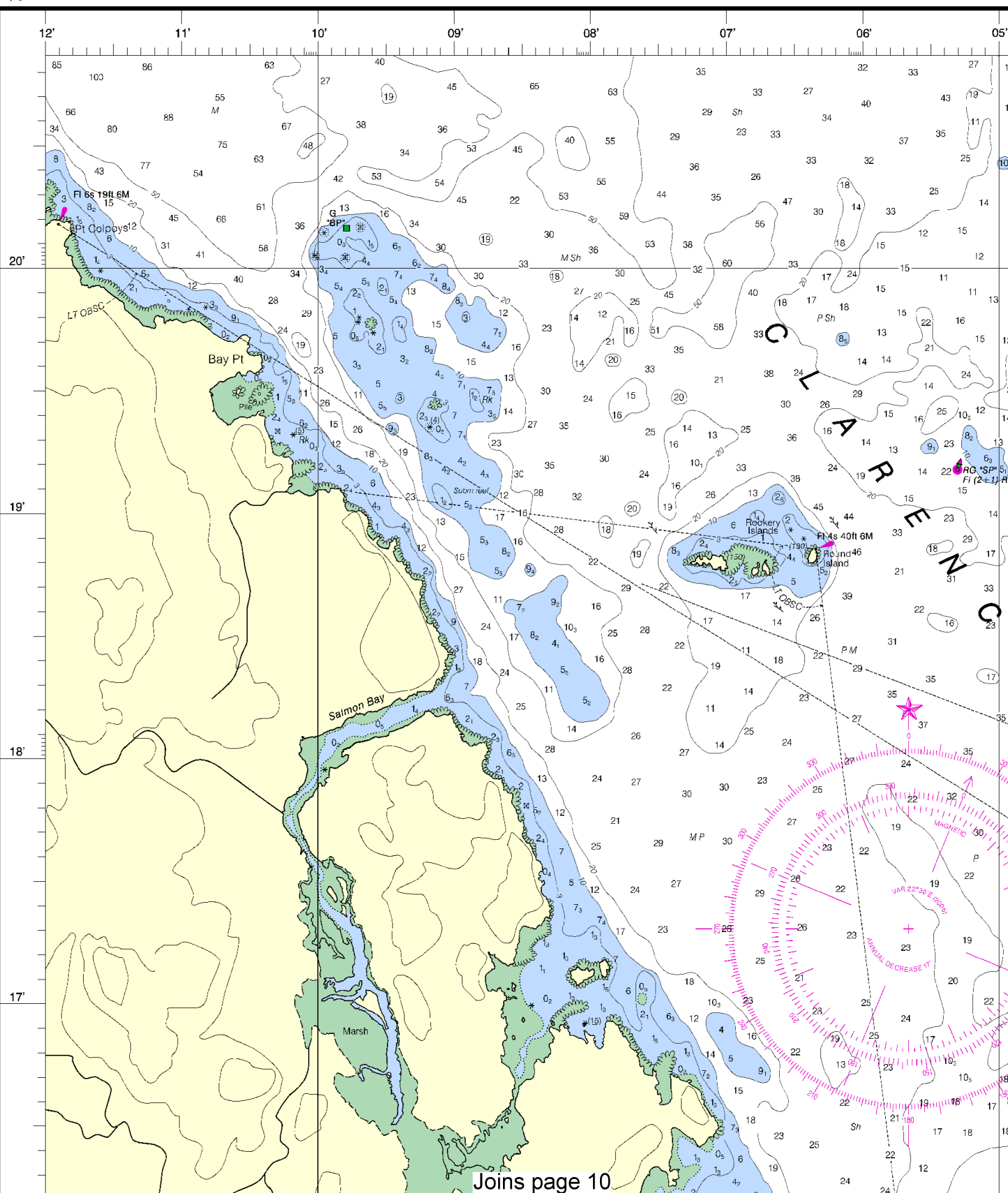
TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Exchange Cove, Clarence Strait Steamer Bay, Etolin Island	(56°12'N/ 133°04'W) (56°09'N/132°41'W)	feet	feet	feet	feet
		15.0	14.1	1.4	-----
		16.3	15.4	1.4	-4.5

(Mar 2004)

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17383



Joins page 10

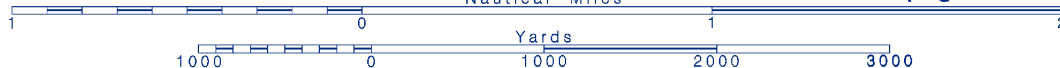
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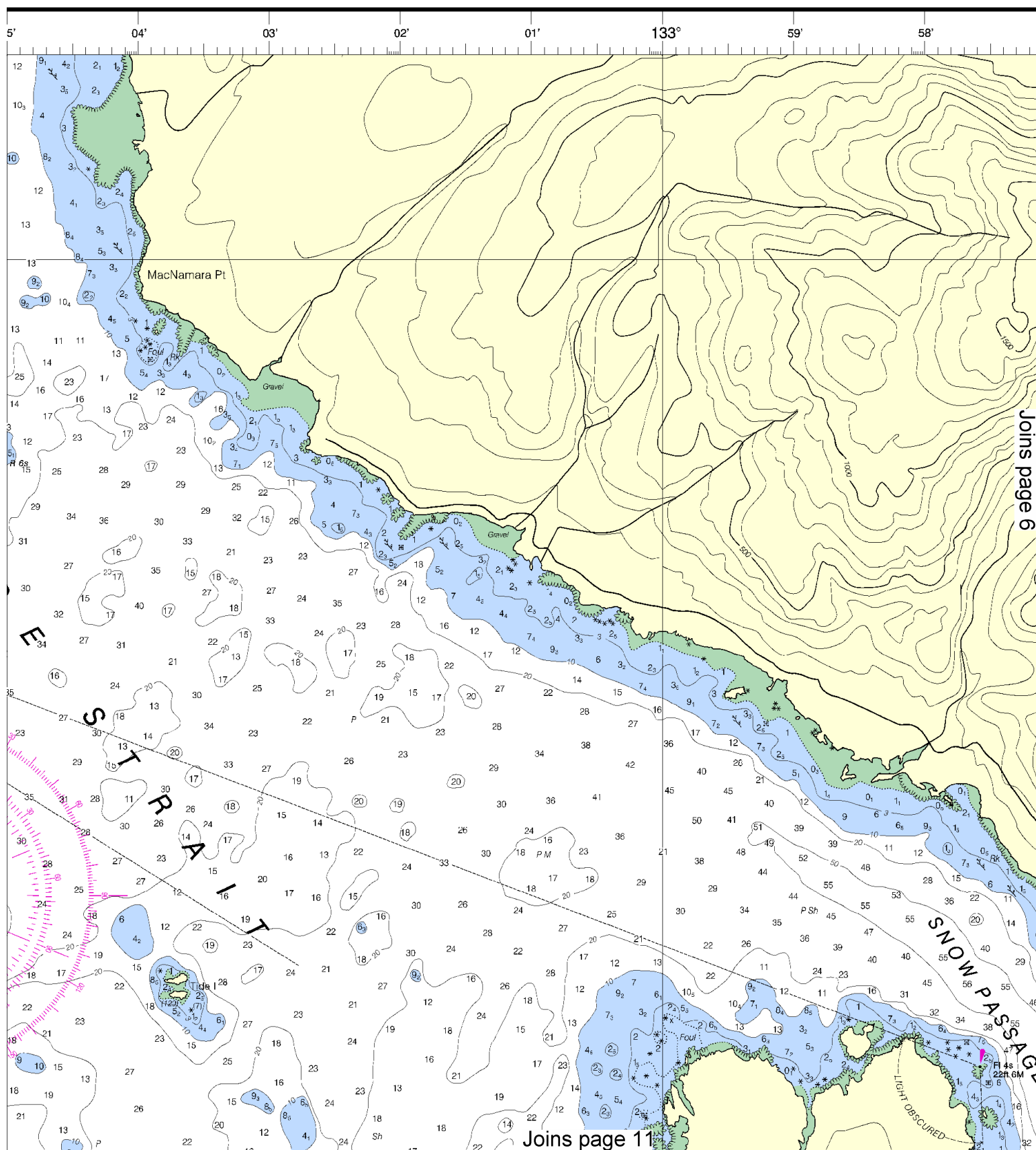


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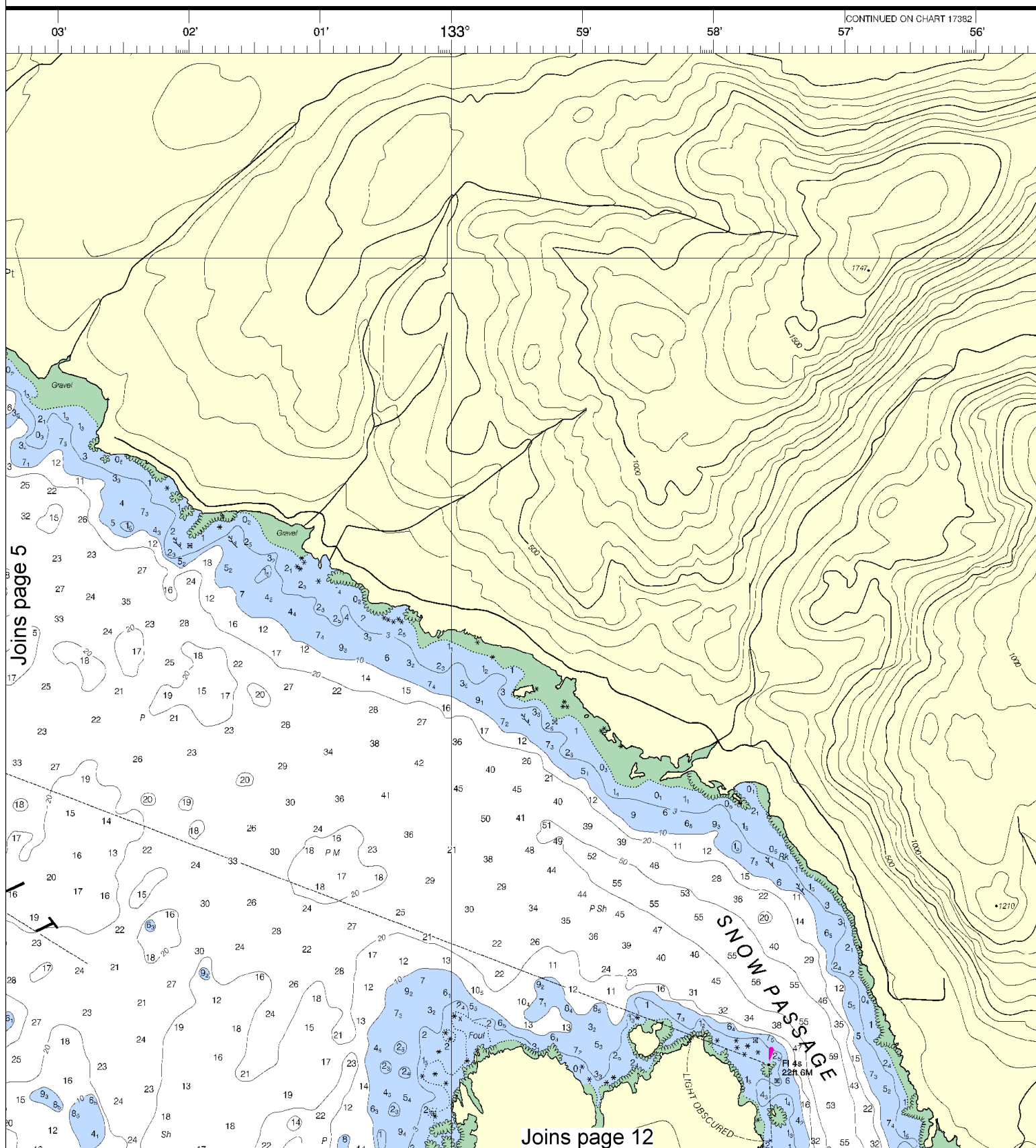
SCALE 1:30,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:40000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



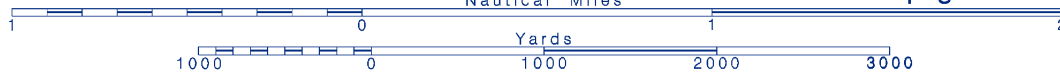
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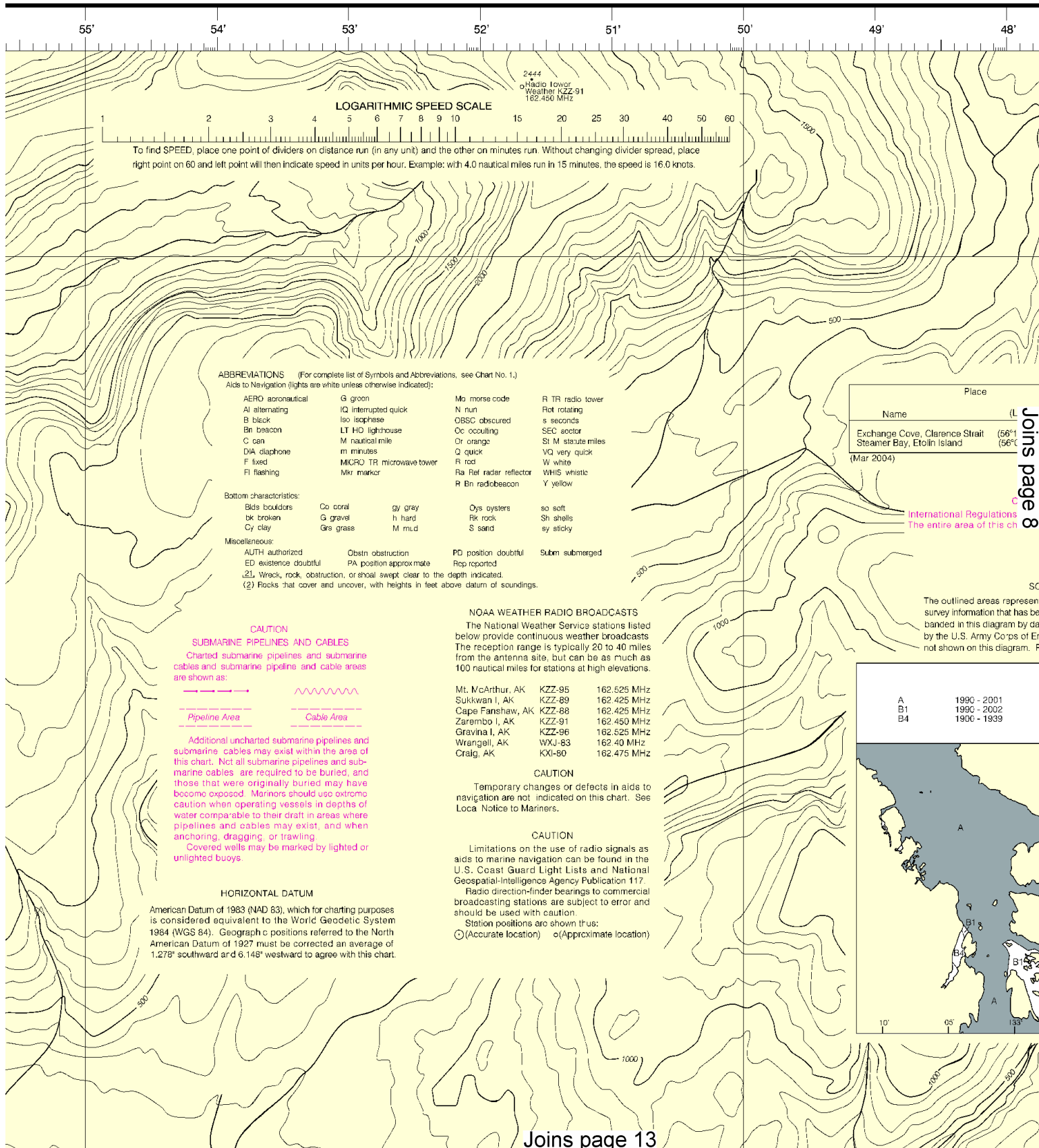


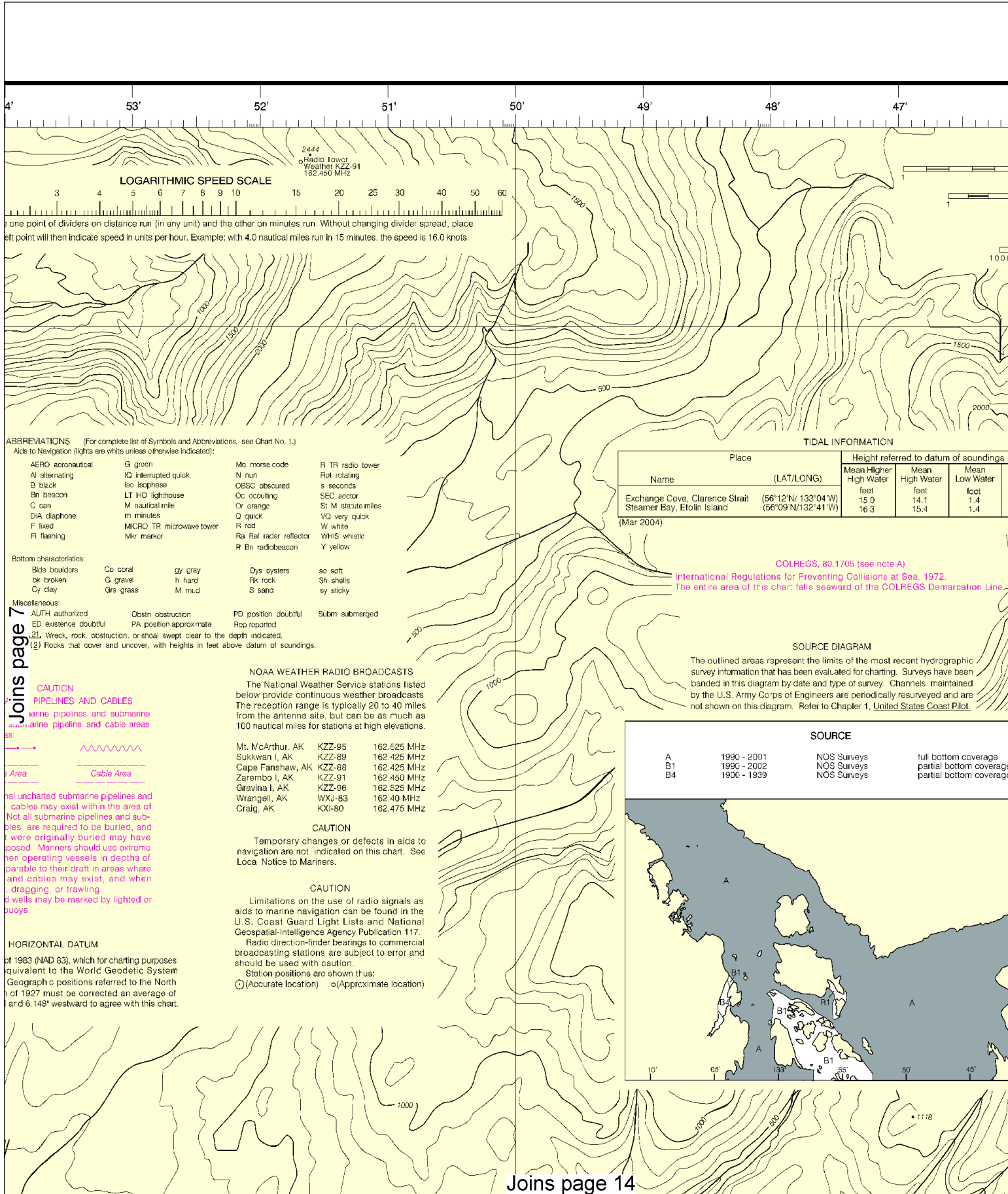
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SCALE 1:30,000
Nautical Miles

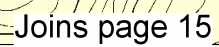
See Note on page 5.







(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 4

17'

16'

56°
15'

14'

13'

CONTINUED ON CHART 17382

Salmon Bay
Lake



UNITED STATES

ALASKA - SOUTHEAST COAST

Joins page 16

10

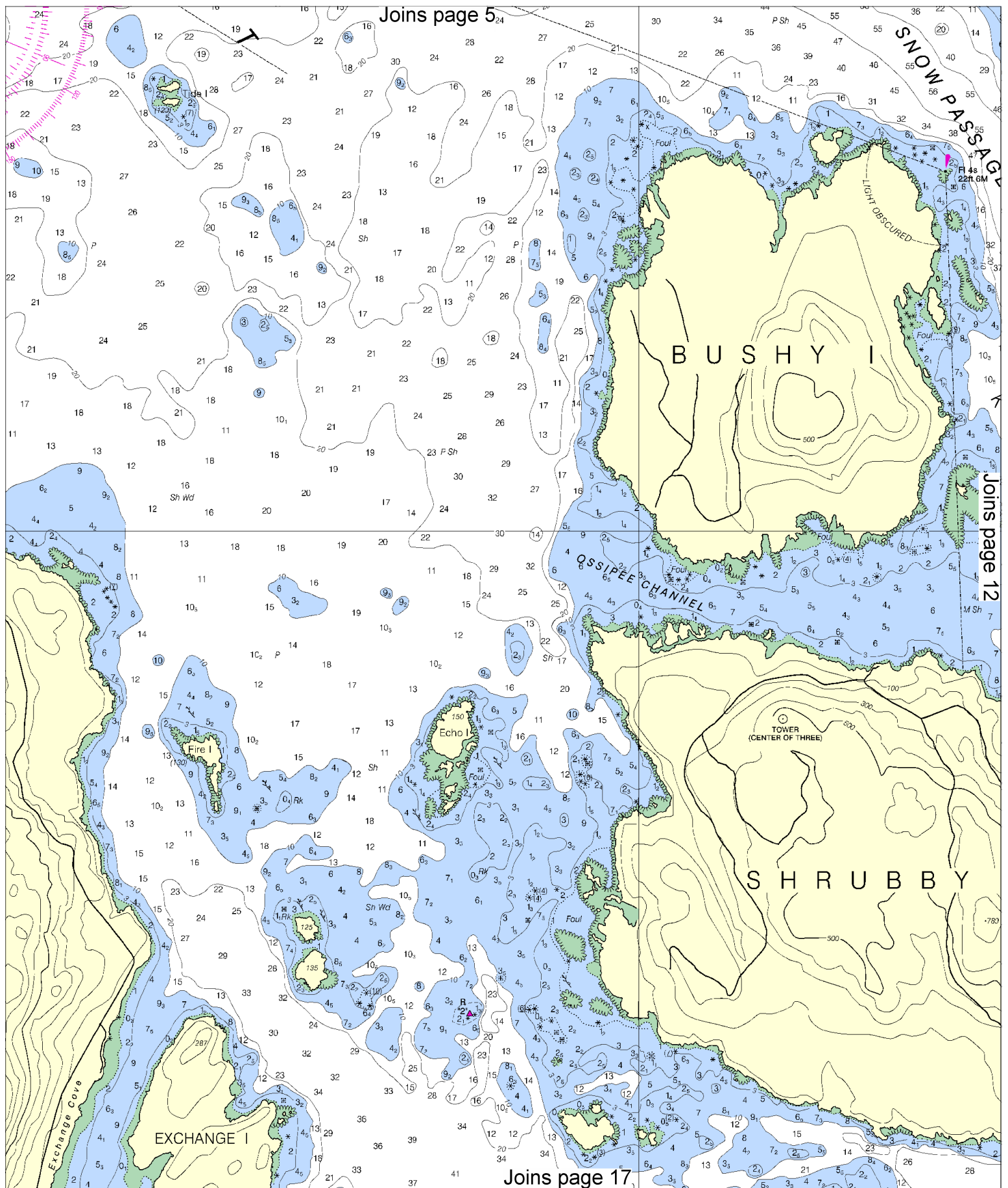


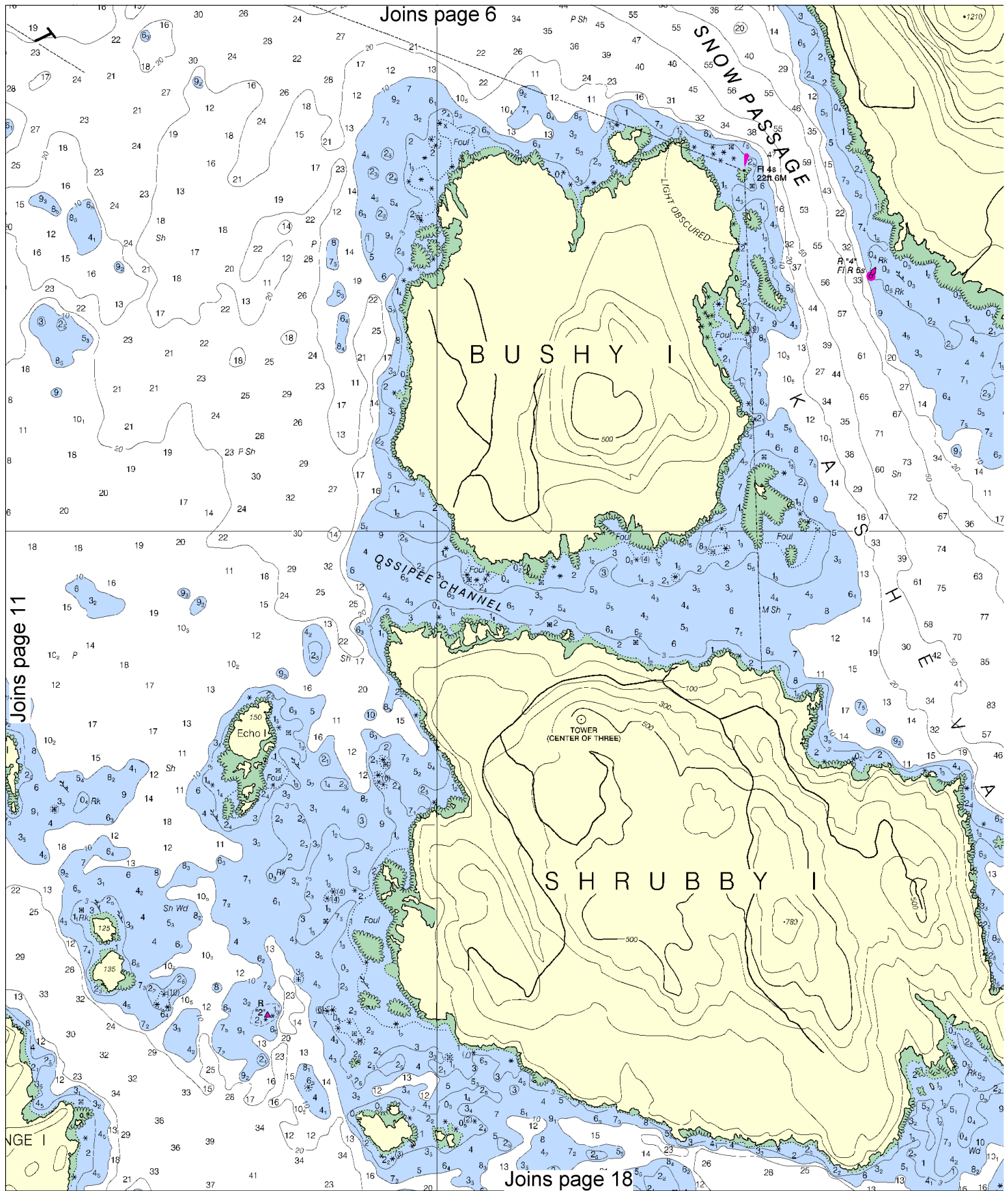
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SCALE 1:30,000
Nautical Miles

See Note on page 5.



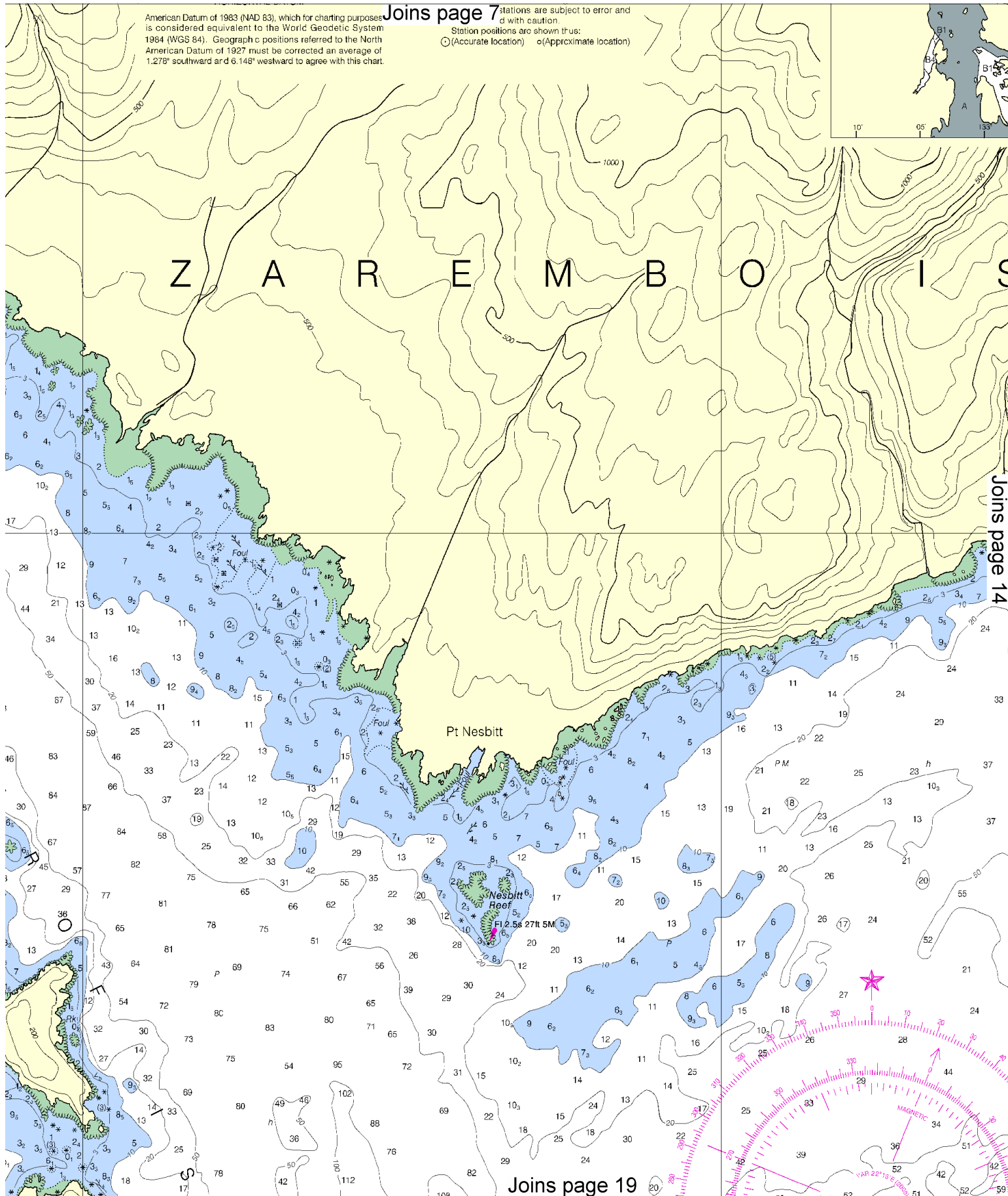




American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.278" southward and 6.148" westward to agree with this chart.

Joins page 7 stations are subject to error and should be used with caution.

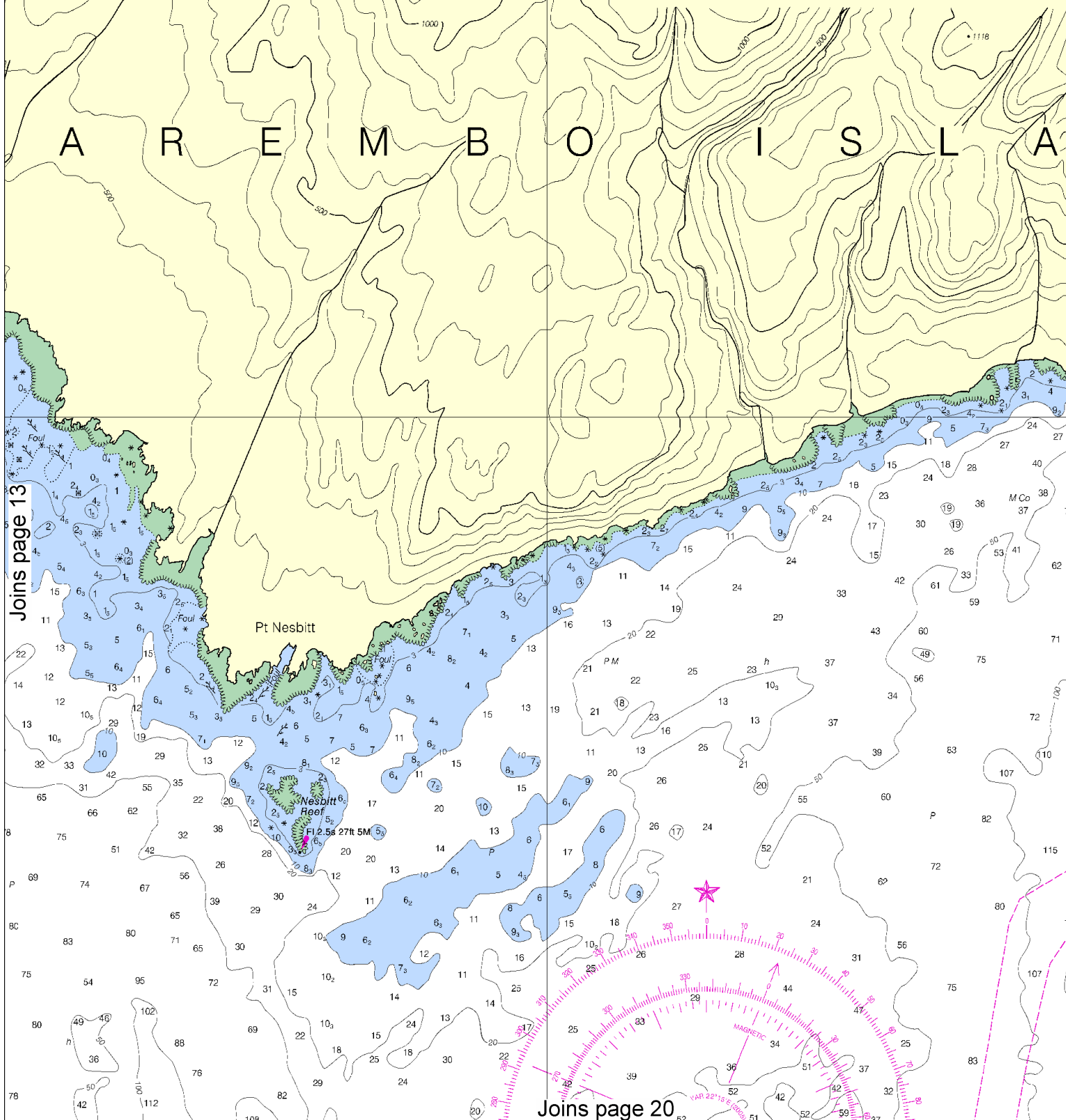
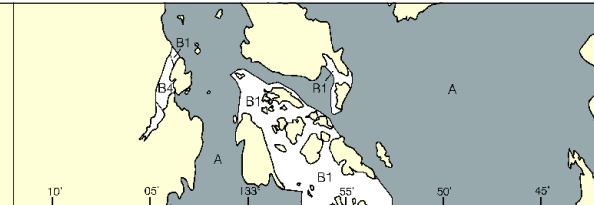
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)



of 1983 (NAD 83), which for charting purposes
equivalent to the World Geodetic System
Geographic positions referred to the North
of 1927 must be corrected an average of
and 6.148" westward to agree with this chart.

Join page 8

broadcasting stations are subject to
should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)



Joins page 9

56° 15' 17'

16'

15'

14'

13'

CONTINUED ON CHART 17382

Joins page 21

Joins page 9

56° 15'

17'

16'

15'

14'

13'

CONTINUED ON CHART 17382

Joins page 21



UNITED STATES
ALASKA - SOUTHEAST COAST

SNOW PASSAGE

KEY REEF TO PT COLPOYS

Mercator Projection
Scale 1:30,000 at Lat 56° 15'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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HEIGHTS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

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Refer to charted regulation section numbers.

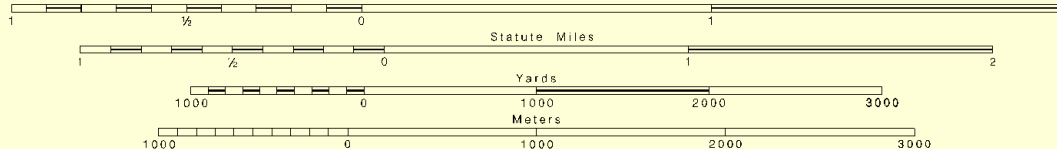
RADAR REFLECTORS

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WARNING

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SCALE 1:30,000
Nautical Miles



135° 20' W
56° 08' 30" N

3rd Ed., Oct. / 05 ■ Corrected through NM Oct. 22/05
Corrected through LNM Oct. 11/05

17383

CAUTION

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This nautical chart has been designed to promote safe Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (Service, NOAA, Silver Spring, Maryland 20910-3282).

16

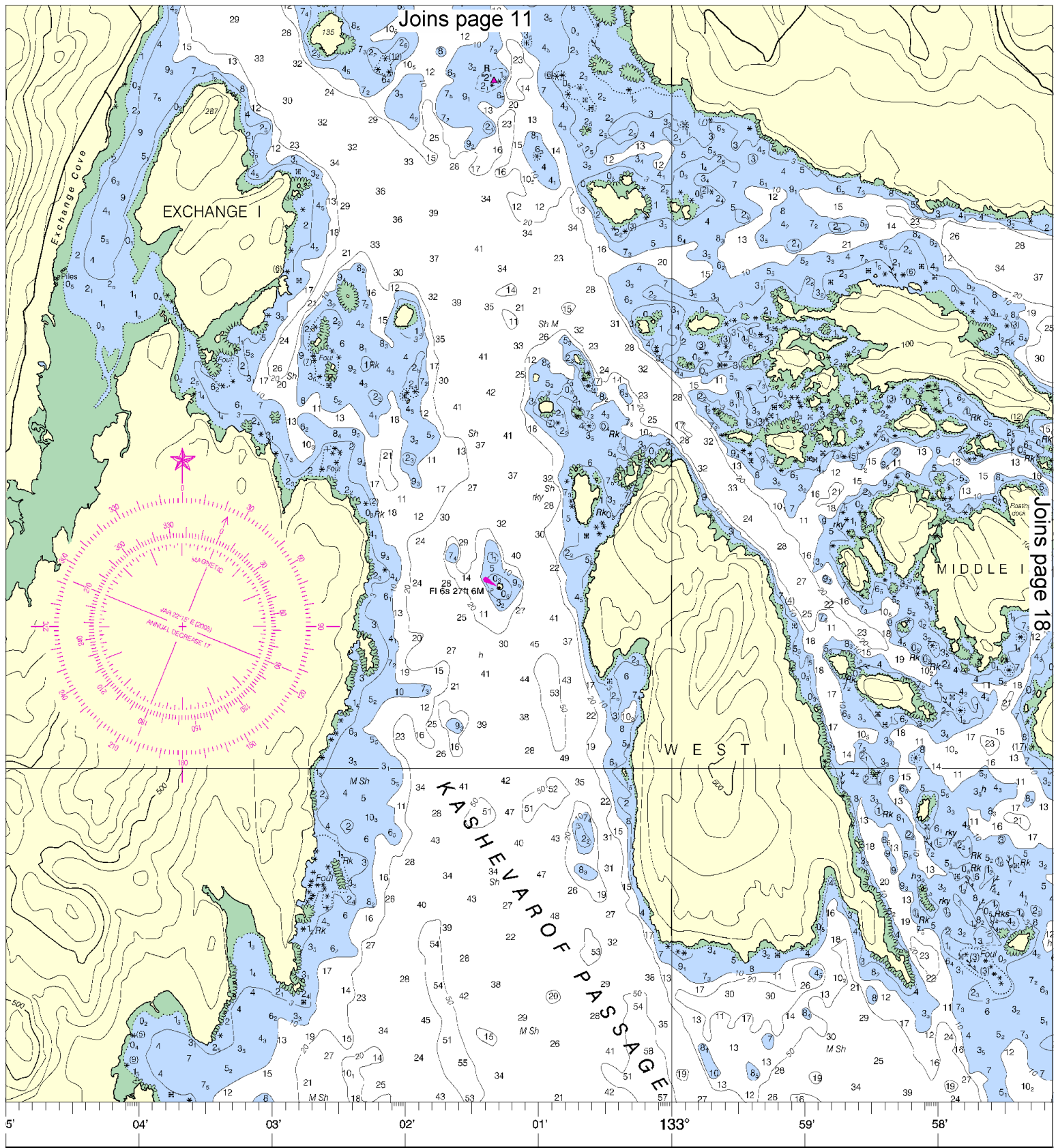


Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





ale navigation. The National
additions, or comments for
1 (N/CS2), National Ocean

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Joins page 12

NGE I

Joins page 17

MIDDLE IS

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SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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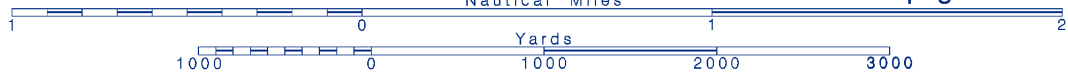
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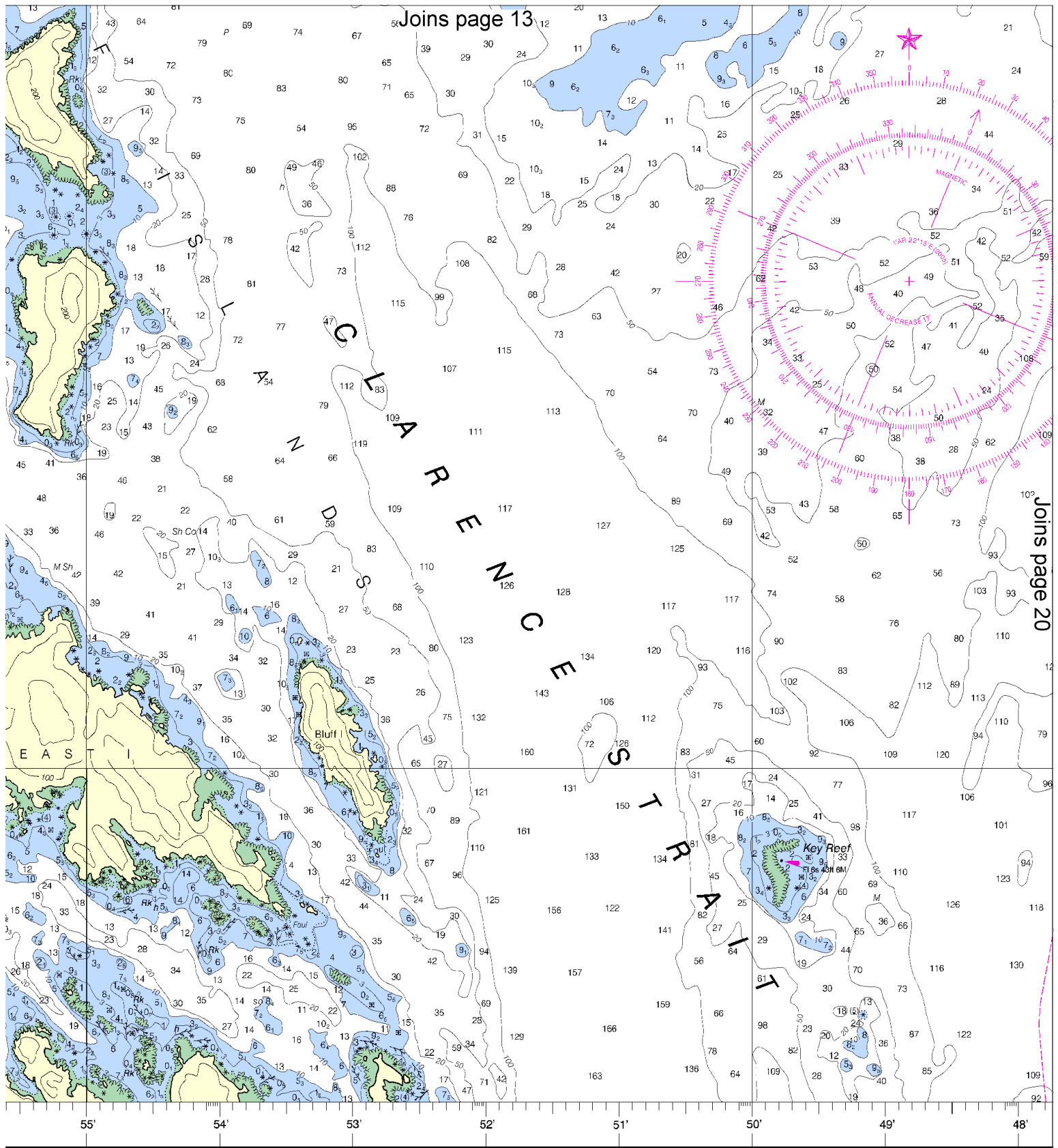


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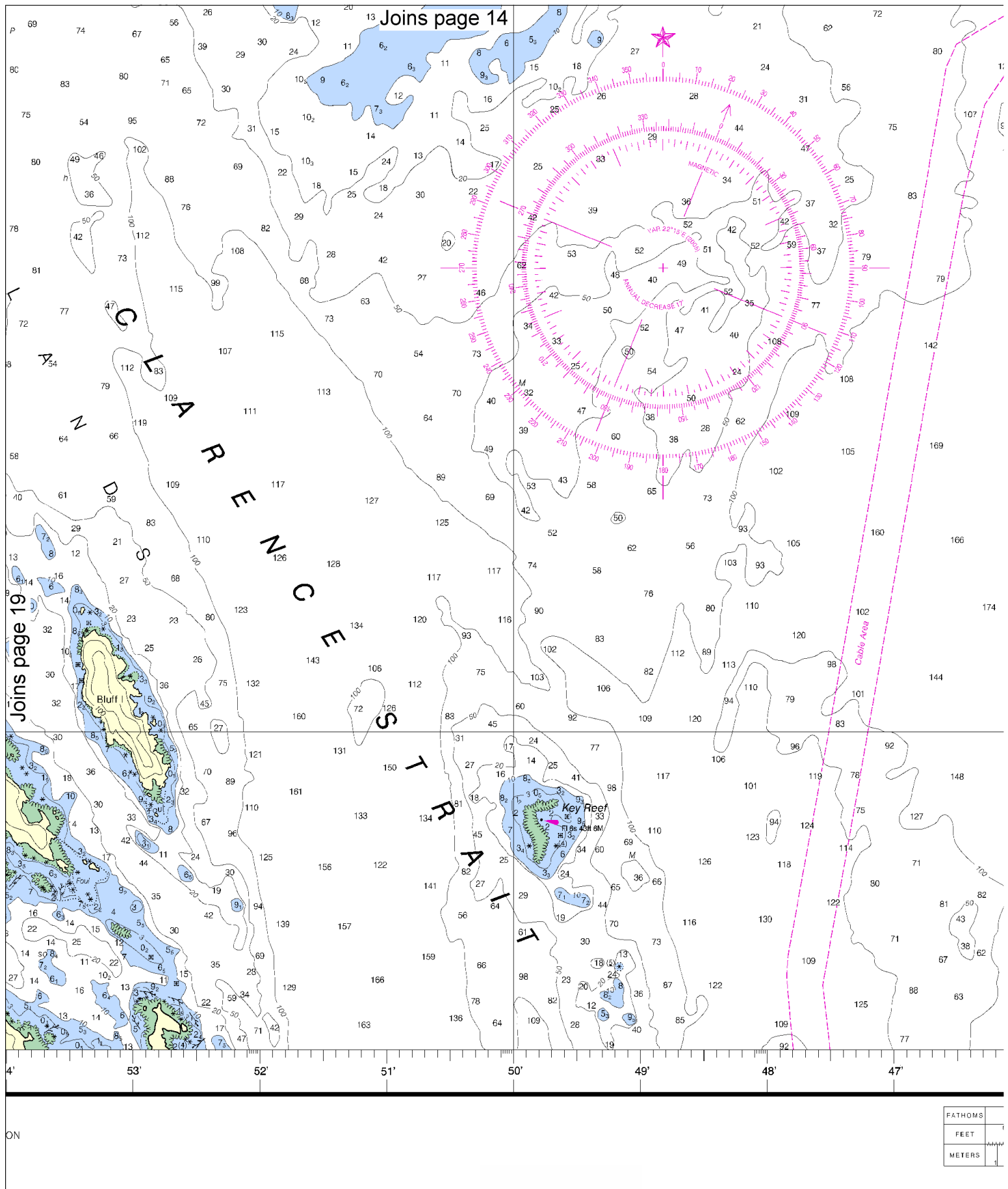
SCALE 1:30,000
Nautical Miles

See Note on page 5.

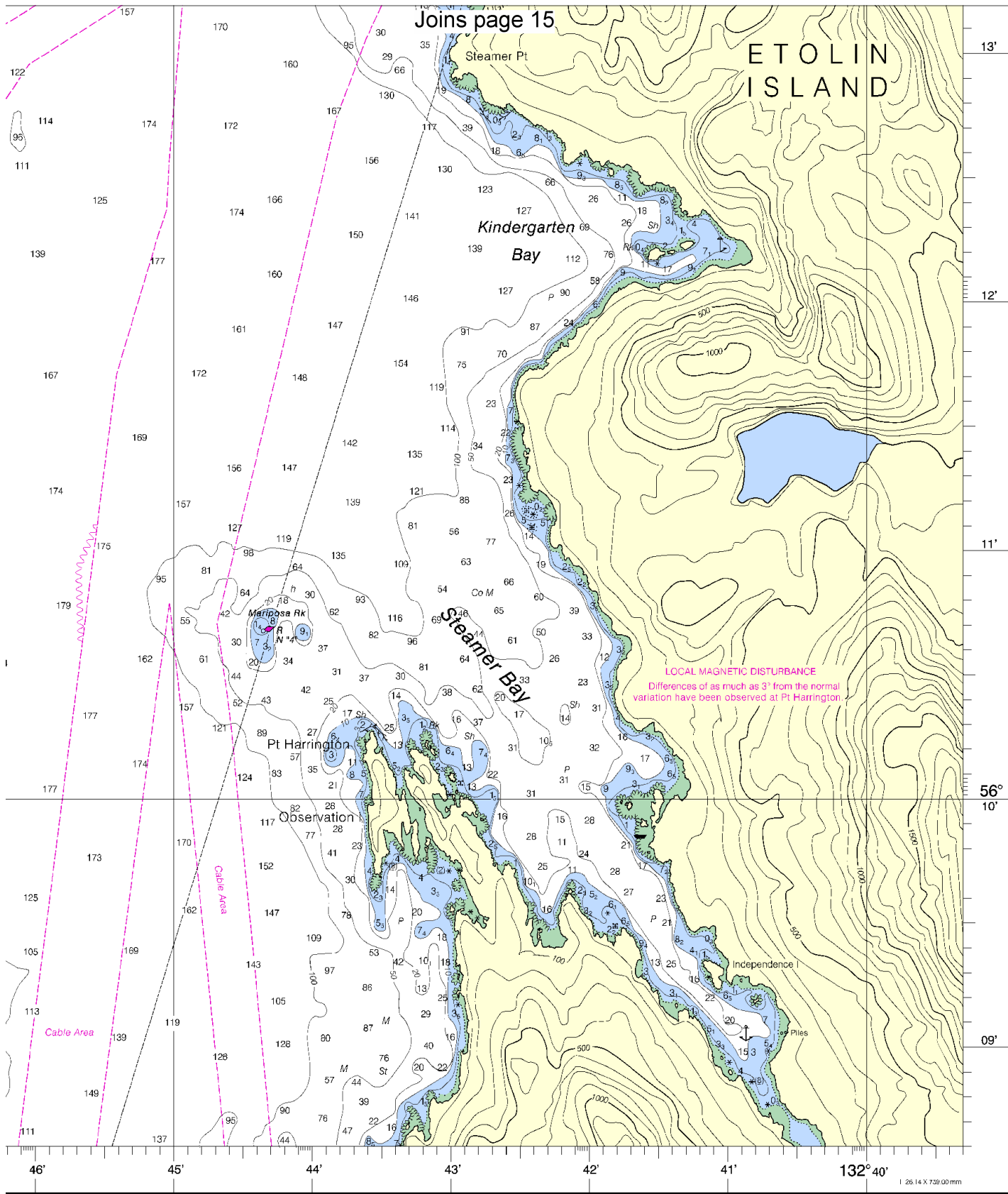




Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NAUTIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



See Note on page 5.



Joins page 15

ETOLIN ISLAND

Kindergarten Bay

Steamer Bay

Pt Harrington

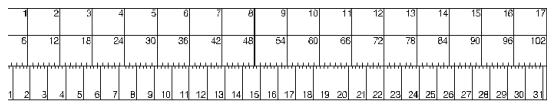
Observation

Independence I

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal
variation have been observed at Pt Harrington

Cable Area

Cable Area



Snow Passage
SOUNDINGS IN FATHOMS - SCALE 1:30,000

17383

ED. NO. 3

NSN 7642014966732
NGA REFERENCE NO. 17BHA17383

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.